

GALT TRAFFIC



Published by EAA Chap. 932 at Galt Airport, Wonder Lake, IL. (10C). **President:** John Wise, 7704 E. Sunset Dr., Wonder Lake, IL. 60095 (FLYDVII@AOL.COM) **Editor:** Jeff Hill, 9610 Hidden Ln., Woodstock, IL. 60098, (JJHILL@COMPUSERVE.COM) **DISCLAIMER:** The information contained herein does not constitute legal, ethical, financial or other professional advice. While intended to be accurate, neither Galt Airport, LLC, EAA Chapter 932, nor any other party assumes any responsibility for its accuracy, nor any liability arising out of the reliance upon same.

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MARCH 1999

EAA 932 TO REVISIT B-17 PROJECT

The March meeting will be on Sat., Mar. 20 at 10 AM at Galt. After a short meeting we'll head to Marengo for lunch, then on to Mike Kellners to check on the progress of his B-17-E restoration project since we last visited one year ago.

YOUNG EAGLE CREDITS

Young Eagle Pilots, by now you should have received your Young Eagle credits for 1998 from the EAA. These credits may be used to help offset the cost of sending a young person to one of the residence camps held each summer at EAA headquarters in Oshkosh. Whether or not you are a local chapter member, consider pooling your credits with us. We would like to have a contest to select a deserving youth. There are programs for ages 12 & 13, 14 & 15 and 16-18. Attendees are housed at the beautiful new Air Academy Lodge located adjacent to Pioneer Airport and the EAA Air Adventure Museum. If you are interested in contributing, please contact John Wise at 815/653-3966 or E-mail: flydvii@aol.com

AROUND AND ABOUT TEN CHARLIE

Much has been accomplished at Galt since the change in ownership. The T hangars have been repaired and painted, the parking lot has been sealed and striped, the shop has been painted and new lights installed, the farm buildings have been re-roofed, repaired and painted, old concrete has been broken up and readied for removal and a general clean-up of the grounds is well underway. The availability of fresh sandwiches is a welcome improvement!

There are several projects in the mill for this year: The north/south hangar (just south of the shop) will be an all weather building and become additional shop space. The office, kitchen, lounge area, flight planning area and flight school area are being renovated. There are plans to improve the runway and construct additional hangars. Stop by and check us out and stay tuned!

GALT E-MAIL

Galt Airport, LLC is now on line and you can E-mail them at: fly10c@stans.net

FIRST SOLOS AND NEW RATINGS

Congratulate 'soloists' Rick Dunn (Jan.) and Harry Alden, Glenn Smith and Mike Steele (Feb.).

Congratulate also new private pilots Dan Dorsch, Jerry Karl, Colin Sapp and Vince Sossong.

THE DREADED BFR

By Will Faruzzi

Many pilots dread the flight review. They picture themselves being grilled by a "wannabe" examiner and being told that they are bad pilots. Fortunately, it doesn't have to be that way. With a little preparation and a good flight instructor, it can be a satisfying and valuable experience.

FAR 61.56 specifies that the flight review must consist of a *minimum* of 1 hour of ground instruction and 1 hour of flight instruction. Expect a review of FAR parts 91 and 61. Other likely topics are preflight planning, your aircraft performance and normal and emergency operating procedures. Work with your instructor and encourage him/her to tailor the review to the kind of flying that you actually do.

When the ground portion is complete, and realize that this may very well take longer than the 1 hour minimum, it's time to fly. Remember you're with an instructor, not an examiner who will "bust" you if you don't meet practical test standards. Your instructor will be more interested in a good safe approach to your flying than in any "fancy footwork". If something doesn't go so well, your instructor will neither berate you nor "turn you in". He or she will simply recommend some instruction and practice in any weak areas before signing you off (there is no such thing as a "failure" sign off).

The flight review is meant to be a team effort between the pilot and instructor to provide the pilot with a periodic assessment of his or her flying skills. It should be an evaluation accomplished in an economical and expeditious manner and it can and should be a worthwhile and satisfying experience.

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THE 10C 1999 ADVANCE PLANNER

EAA 932 Meets on 3rd Saturdays, 10 AM at Galt

Mar 20 Chapter Meeting 10am * Visit B-17 Project
Apr 4 Easter Sunday Daylight Savings Time Begins
Apr 11-17 Sun 'n Fun, Lakeland, FL * Want to fly down as a group? Call Jeff Hill 815/338-3551
Apr 17 Chapter Meeting 10am * Preps. for Bomb Drop
May 8 Young Eagles 11am-4pm
May 9 Mother's Day
May 15 Chapter Meeting 10am. Bomb Drop 11am
Jun 5 AOPA Fly-In, Frederick, MD
Jun 5-6 Chapter's Oshkosh Work Party Weekend
Jun 12 Worldwide Int'l Young Eagles Day 11am-4pm
Jun 13-22 Paris Int'l Airshow '99, Paris, FR
Jun 19 Chapter Meeting 10am
Jun 20 Father's Day
Jul 10 Young Eagles 11am-4pm
Jul 17 Chapter Meeting 10am
Jul 24-25 United States Air & Trade Show, Dayton OH
Jul 28-Aug 3 EAA AirVenture '99, Oshkosh, WI
Aug 14 Young Eagles 11am-4pm
Aug. 21 Chapter Meeting 10am. Big Pig Roast 4-6pm
Sep 4-6 Canadian Airshow and Int'l Expo, Toronto, ON
Sep 11 Young Eagles 11am-4pm
Sep 16-19 Reno Air Races, Reno, NV
Sep 18 Chapter Meeting 10am
Oct 9 Young Eagles 11am-4pm
Oct 16 Ch. Meeting 10am Hayride & Chili Dump 5pm
Oct 21-23 AOPA Expo '99, Atlantic City, NJ
Oct 31 Daylight Savings Time Ends
Nov 20 Chapter Meeting 10am
Nov 25 Thanksgiving Day
Dec 18 Chapter Meeting 10am Christmas Dinner 7pm
Dec 24 Christmas Day
Dec 31 New Year's Eve

Fly-In Calendar Resumes in April

WHEN THE PROP STOPS

By Cassie Peterson

It is the moment every pilot dreads. Suddenly, the engine is eerily quiet. What do you do now? Students working on their private pilot certificate practice engine out procedures over and over again. When was the last time you practiced a simulated engine out? It's the real thing this time. The instructor is not going to come to the rescue by adding power at the last minute. Ready?

Preparation is the key to a successful outcome when the prop stops. Reviewing the emergency checklist is the best way to prepare for the worst. Since procedures (normal and emergency) vary, it is vital to use the appropriate checklist specific to your make and model.

Memorizing the first few steps of the emergency procedure can save precious time as the aircraft approaches terra firma and you frantically dig for the checklist. A helpful mental checklist to remember is GLIDE, GRASS, GAS. First, trim the airplane to the best GLIDE speed. Always fly the airplane first. It is vital to keep the air flowing over the wings. More than a few pilots have lost their lives by stalling the airplane while distracted by even minor problems. Next think GRASS. Pick the best available landing spot. If the engine cannot be restarted, the airplane will go down. Looking for a field immediately provides the most options. Finally, GAS refers to the completion of all checklist items, from attempting to restart the engine to preparing for an off-field landing.

In addition to mentally reviewing procedures on the ground, it is extremely important to practice them in flight. Although it is not necessary to completely cut the engine, it is important to frequently "walk through" each step to make the procedure routine. If it has been quite a while since you have practiced a simulated engine out, a ride with a CFI may be just the thing to knock off the rust. When flying with the CFI, expect him/her to cut the engine at anytime. Be ready and anticipate an engine failure. Keep this mindset for every flight and your response to an emergency will become automatic.

Another useful way to prepare for an engine failure is to play the "what if?" game. While cruising over the beautiful countryside on a pleasant spring morning, ask yourself, "What if the engine failed right now? Where would I land? What would I do?" Practice selecting suitable sites for an off-field landing. Consider the size of the field, type of terrain, obstacles and wind direction. If the engine quits now when you have a plan already in mind, all that is left to do is to execute it.

Adequate preparation can make the difference between adding a new war story to your repertoire and adding another statistic to the NTSB records. When the engine fails, the most important thing to remember is to remain calm. Do not panic. Remember it is simply an exercise which you have been preparing for since before your first solo. You can and will do it well.

Author's note: For more insight into handling emergency procedures, see the Jan. '99 *AOPA Pilot* magazine for an article by Alton K Marsh discussing engine failures, the first in a series covering various in-flight emergencies.

THOUGHT FOR THE MONTH

JOIN NOW: AOPA 1-800-USA-AOPA

JOIN NOW: EAA 1-800-JOIN EAA

JOIN NOW: EAA 932 815/338-3551

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